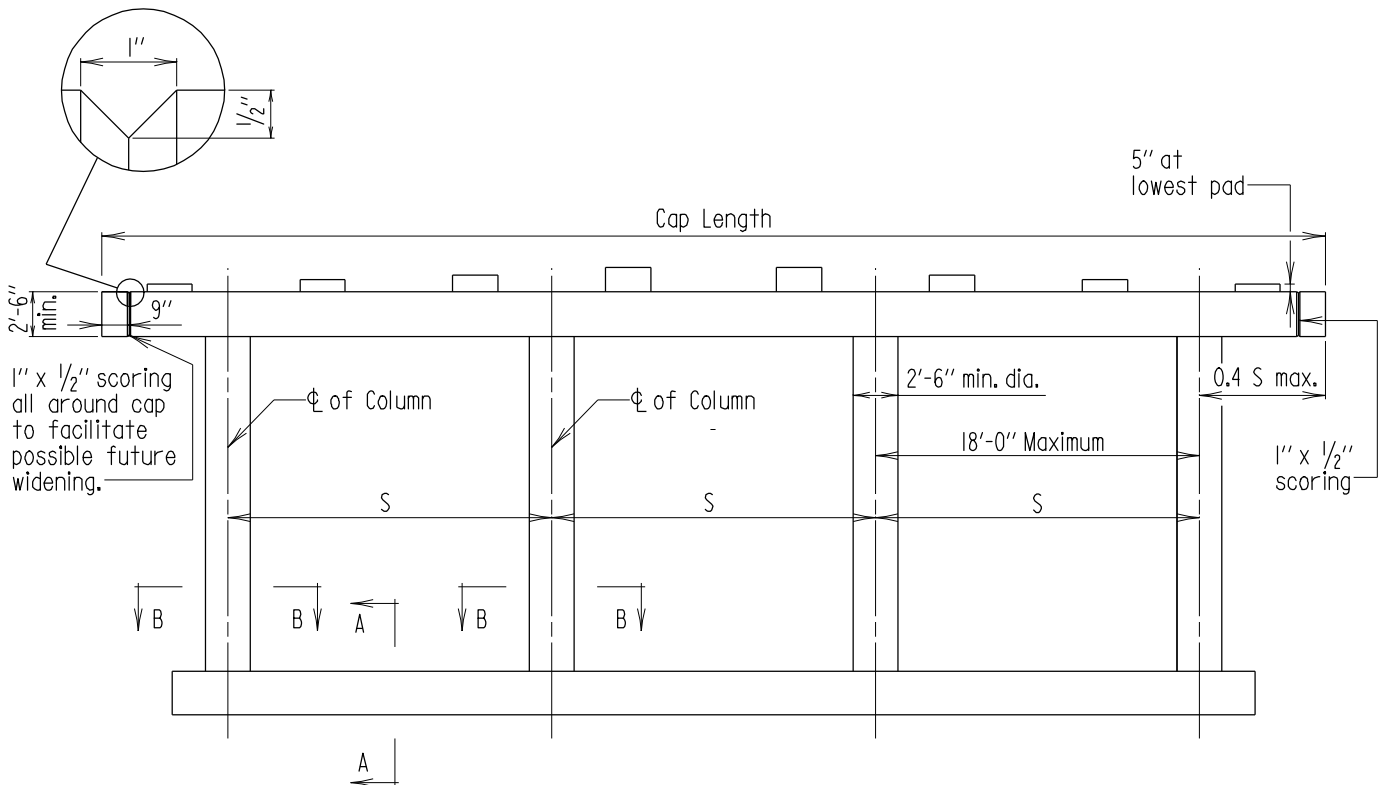


### ALTERNATE CAP DETAIL

Scale:  $\frac{3}{32}$ " = 1'-0"



### ELEVATION

Scale:  $\frac{3}{32}$ " = 1'-0"

\* All main bars to be extended into this area so that the welded extension indicated on M(6.01)-75-12 can be utilized. Designer must keep in mind this might necessitate more steel than required for original design.

Note:

- Standard is for roadway widths and skew angle requiring a cap length between 50' and 68', measured along center line of pier.
- When bridge seat elevations are such that the height of any pad becomes greater than 1'-0" and the sloping of cap can eliminate or alleviate this condition then cap shall be sloped as indicated in "Alternate Cap Detail".
- For Section A-A and B-B see sheet 4 of 4.

FOR OFFICE USE ONLY

APPROVAL	
<i>L. S. Fisher</i>	DIRECTOR
OFFICE OF STRUCTURES	
DATE: 10/2/81	
REVISIONS	
SHA	FHWA
8-10-82	.
1-11-88	.
1-22-01	.
7-26-06	.

FHWA APPROVAL  
DATE:

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF STRUCTURES

DESIGN CRITERIA FOR  
TYPICAL REINFORCED CONCRETE PIER  
(CAP LENGTH 50' - 68')

STANDARD NO. BR-SB(2.01)-81-125

SHEET 2 OF 4

SUBSTRUCTURE - PIER